

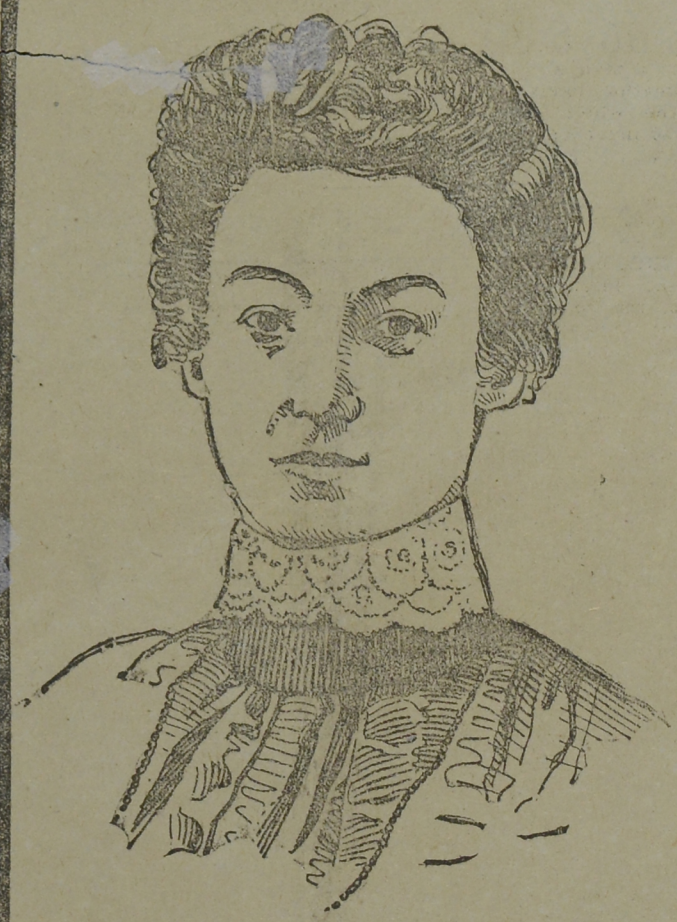
Nervous Prostration

Mrs. Edwards was a mere skeleton of skin and bone, nervous, irritable and weak, had heart palpitation and suffered dreadful pains.

Brantford's best physicians failed to help her.

Dr. Chase's Nerve Food built up flesh and weight, restored nerve force and made her strong and well.

An extraordinary case that is worthy of investigation.



MRS. EDWARDS

Mrs. R. W. Edwards, 33 Murray St., Brantford, Ont., describes her case as follows:—"For five years I have suffered more than words can tell from nervous headaches, nervous dyspepsia and exhaustion. The pains in my head would at times almost drive me crazy. I could not sleep nights, but would walk the floor in agony until I fell exhausted and unconscious, and my husband would have to carry me back to bed.

"Sometimes I could take no food for four days at a time, and experienced terrible gnawing sensations in the stomach, had bad taste in the mouth and coated tongue. I was pale, nervous, irritable, easily exhausted, was reduced to a mere skeleton of skin and bone, and my heart would palpitate as though it was about to stop beating. My greatest suffering was caused by the dreadful pains in my head, neck, and back, and all this was in spite of the best efforts of three leading doctors of this city.

"For the past nine months I have used Dr. Chase's Nerve Food, and for a considerable time I have not experienced a headache, or any of the symptoms mentioned above. From a mere skeleton this medicine has built me up in flesh and weight, and now I am strong and well, do my own housework, walk out for two hours without feeling tired, and am thoroughly restored to health. Is it any wonder that words fail to express my gratitude for this remarkable cure? You can use this testimonial for the benefit of other sufferers."

DR. CHASE'S NERVE FOOD

gets away down to the very foundation of nervous troubles and cures thoroughly and well by forming new, rich blood, and creating new nerve cells. This food-cure is unique in its method of building up the system and adding new flesh and weight, not fat, but natural, firm tissue.

The Foundation of Health and Strength.

DR. CHASE'S NERVE FOOD is bound to be of benefit to every pale, weak, nervous, exhausted man, woman or child who uses it. 50 cents a box, 6 boxes for \$2.50. At all dealers, or EDMANSON, BATES & CO., TORONTO.

BOARD OF TRADE

Discussed Proposal to Close West Channel of Harbor.

Proposition, Based on March Strongly Advocated It.

Important Information Submitted by Mr. Shewen, C. E.—J. Willard Smith Said Coasting Captains Were in Favor of Closing the Channel.

There was a large gathering of citizens at the board of trade rooms on Thursday afternoon, when a very interesting discussion took place on the proposal to extend the Negro Point breakwater out to Partridge Island, thus closing up the channel between the island and the west side shore known as the west channel. The matter was gone into very fully, and the opinion of engineers was had. President Jarvis of the board of trade presided, and among others present were Col. Tucker, M. P., Senator Ellis, T. H. Estabrooke, W. P. Hatheway, S. S. Hall, D. J. McLaughlin, J. N. Sutherland, R. Sullivan, J. P. Robertson, F. L. McRobbie, G. F. Fisher, F. L. Potts, Ald. Millidge, J. H. Thomson, J. W. Smith, E. C. Elkin, A. Malcolm, W. S. Fisher, J. H. White, Ald. Baxter, Capt. Carter, Ald. McMullin, Ald. Robinson, Ald. Maxwell, Harbor Master Taylor, Dr. March, Ald. Allan, Ald. Bullock, Capt. James Hayes, Capt. Robinson, City Engineer Peters, W. E. Vroom, Ald. Christie, J. A. Likely, Wm. Hawker, Capt. J. C. Farris.

The president, after explaining that this was a special meeting called for the purpose of considering the request of the representatives of the proposed Trans-Canada railway, that the St. John board should endorse their project as far as was thought right at the present time, said that, before this matter was taken up, he was glad to be able to state that an increase of the subsidy to the Donaldson line steamers to \$750 for each of twenty weekly trips during the coming winter in place of \$750 for each of ten fortnightly trips, for which the subsidy had heretofore been given, was now under consideration with every prospect that it would be arranged for. Through the accommodation provided at the head of the harbor weekly sailings of this line were being carried out this winter, while they had previously been fortnightly only. The embargo on cattle passing over the C. P. R. from Montreal to St. John had, he was glad to say, been removed.

Some statements had appeared in the newspapers to the effect that the Canadian Pacific railway intended to develop St. Andrews as a winter port, and he felt sure that there would be no jealousy on the part of St. John towards their sister harbor at the mouth of the St. Croix. With the new transcontinental lines now under consideration and the development of the C. P. R. connections, there was ample room for all.

St. Andrews was some fifty miles nearer to Montreal than St. John, although he believed that this did not count for very much in a long railway haul, and St. John had the advantage of the facility with which lumber and

other products of the eastern and up river counties could be made available to complete the cargoes of the larger ships. It would require perhaps an expenditure of a million dollars or more to establish at St. Andrews. The fact that this was under consideration by the C. P. R. coupled with the difficulty of the intercolonial facilities at the head of the harbor for the extra sailings of the Donaldson line, seemed to show that the managers of the Canadian Pacific railway were coming to the conclusion that they should pay something for the use of terminal facilities. If the C. P. R. could afford to pay for the use of wharves and warehouses at the head of St. John harbor and to put up extensive terminals at St. Andrews, it seemed only reasonable that they should pay something in future for the use of the terminal facilities established by the city at Sand Point. He thought that this was a matter for careful consideration by the common council. The maritime province ports were coming more and more into notice, and if the C. P. R. could build up St. Andrews, transacting a seaport city, whose visitors might occupy their residences in winter as well as in summer, he was sure it would benefit the province generally, and particularly St. John, which would, too, he hoped, be able to welcome the visits of those gentlemen more frequently than had heretofore been the case.

He would now ask James F. Robertson to move the resolution with regard to the Trans-Canada railway, which had been prepared by the council.

Mr. Robertson moved the resolution as follows:

Resolved, That the St. John Board of Trade, having already expressed opinion that the next transcontinental railway to be built in Canada should be an extension from Montreal to the Pacific Coast, and having since heard the views of the promoters of the Trans-Canada Railway Company and the opinion of Sir Sanford Fleming approving of the construction of the transcontinental line by government, but favoring the extension being built by the most direct line from the new bridge at Quebec to Port Simpson, as being the quickest line from ocean to ocean—hereby reaffirms the resolutions already passed by the board, and is of opinion that the inability of the present railway system to move the enormous and rapidly increasing crops of the Northwest, and the rapid influx of new settlers into that country, will amply justify the government, at no very distant period, in building the proposed railway as a public work.

And this board is further of opinion that, in the event of parliament being called to undertake the construction of such extension from Montreal to the Pacific Coast as a public work of the dominion, the more northerly line now proposed from Quebec to Port Simpson offers better advantages to the country than any of the other suggested lines.

And further, that the proposals for any transcontinental line should contain distinct provisions for the extension of such line through the maritime provinces to the winter seaport in those provinces; and that the government should be exacted that only Canadian seaports will be used, both in summer and winter.

But this board reaffirms its opinion that no grants either of money or lands should be made by the dominion government to any new transcontinental line.

This was seconded by D. J. McLaughlin and passed.

Mr. Jarvis then spoke of the Chamber of Commerce gathering in Canada, and said the delegates from the other side would pass through St. John. Some arrangement should be made for their entertainment. With respect to the damming of the St. John river at Fort Kent, he told of the steps taken by the council of the board. The log drivers would meet at Fredericton soon. It was evident other boards were in sympathy with St. John in its condemnation of this scheme. The feel-

ing on all hands was that the carrying out of this dam would work great injury to St. John. After considering requests from Nova Scotia points advocating an additional subsidy for the A. A. R., the council had decided to ask that in the winter a four-trip service be run and in summer a daily run, Sunday excepted. The Yarmouth made a good boat.

J. F. Robertson asked what was the latest report as to the South Shore steamer.

J. H. Thomson replied that arrangements had been made with the government for the subsidy. The new boat would shortly be begun, and it would be August before she was ready for the service. There was some delay in the determination of the style of vessel, but once that was settled the work of building her would be begun. The construction of the steamer would leave \$50,000 or \$60,000 in St. John. There were some shares of the stock for sale. It was a limited liability company and fully insured.

At this moment C. E. W. Dodwell, the resident engineer of the dominion department of public works at Halifax, and J. G. Shewen, the engineer in this province, entered the room to address the meeting with respect to the dredging operations it is contemplated to make here, and the closing of the west channel.

President Jarvis said the question of dredging in the harbor had been before the people for years. Mr. Tarte made some promises years ago, but they had not yet been fulfilled. It seemed now that St. John was likely to have this dredging done. The amount required was, it was said, to be placed in this year's estimates. He hoped our representatives would do all in their power to secure this most necessary work. What was now to be discussed was the desirability of extending the breakwater to Partridge Island, which would leave but one entrance to the harbor. It was an important question and there were many who approved of it and others who were against the proposition. He then told what had led up to this meeting and thanked the gentlemen who had made it possible and the two engineers who had just come in for their attendance.

Harbor Master Taylor was called upon to give his opinion as to the closing up of west channel. He said he was opposed to this proposition. It would be a bad thing if that channel were closed up. St. John would suffer great injury in consequence. Small vessels coming in with a west wind came in through this channel, and going out around the island would be disadvantageous. Sometimes it would be impossible to come around the island. Large steamers coming in at freshet time would, if this channel were closed, find the tide too much for their coming up on the eastern end of the island. It would be next to impossible to get around the bell-buoy. He thought dredging was the only thing required. If the Beacon bar were looked after and the point of the Foul Ground dredged there would be ample space for all vessels which would come here. Then there would be a straight channel. The west channel was as much needed as the other one.

Mr. Jarvis here stated that the dredging proposed to be done would give a channel 40 feet wide from below the island right up to the harbor. Vessels would come up straight and have no turns to make. It might be possible that later on the channel would be increased to 500 feet in width.

Te plan showing the dredging operations contemplated was hung up on the wall by Mr. Shewen.

D. J. McLaughlin inquired if the tides at freshet time would not have a ten-

dency to fill up where the dredging had been done. Would the closing of the west channel obviate this?

The harbor master did not see that it would fill up. The filling up of the west channel would be an injury to the port. There were no bad seas in the harbor now. The closing of the channel would result in the filling up of the flats this side of the breakwater. In time people would be able to walk out. J. H. Thomson said schooners now anchored inside the breakwater. Would it be possible if the space were closed up?

The harbor master thought it would fill up above the breakwater.

Ald. Baxter asked if the present breakwater had made any difficulty in the west channel.

The harbor master said it had not. The tides carried everything out. He had seen large vessels going out from Sand Point which could not get their heads to eastward. They had to go out through the west channel. That was against closing it. The tide out through the west channel was strong. The closing of this place would make the current greater in the east channel. The breakwater increased the run of tide in the west channel.

Dr. March, the port physician, was then called upon to give his views. He was favorable to the closing up of the west channel from a quarantine standpoint. Several times in the past two years steamers had been quarantined at this port because of the prevalence of smallpox among their passengers or crew. The vessels had been detained longer than they should have been on account of the lack of facilities to handle the passengers. When there was a sea on in the harbor it was difficult to get people off a ship. It was impossible to take passengers from them and land them on the island at certain times. Seas sometimes ran 90 feet up on the shore. The only course open to the quarantine people was to wait for fine weather. This was expensive for the ships. These conditions would prevail till the west channel was closed up. Nearly all the sea which came into the harbor entered by means of that channel. There was no anchorage for steamers above Sand Point. This extension would mean the provision of a large area of safe anchorage. There was nothing in the claim that schooners needed the west channel.

Capt. Carter was opposed to the closing up of the west channel. When a schooner came up with a west wind she ran through that channel. If it were closed up schooners would often not be able to get in around the island. It would be impossible for any small vessel to get in at freshet time if this channel were closed.

John Kane asked Capt. Carter some questions, and the captain told of the course getting into the harbor.

Mr. Kane pointed out that the island bar made very rapidly since the breakwater was built. It used to be 400 feet long, now it was 4 or 5 times that length. He held that if the west channel were filled up it would be a good thing. He did not think it would entail any hardship to small vessels. If the breakwater were not extended to the island the beacon bar would result in the closing up of the main channel.

Capt. James Hayes was of the opinion that the present breakwater made it pretty rough at times. He thought it should be extended out from the island, leaving a gap for small vessels to come in. If it were closed up completely it would make a very strong run of tide out of the eastern channel in freshet times.

Capt. John C. Farris agreed with Dr. March in his views. He thought, however, it would be well to have a gap of 150 feet on the island side. Then there would be a safe anchorage for vessels of various sizes.

Col. Tucker thought it would be well for the gentlemen to have a look at the plan of the dredging operations.

Mr. Shewen showed that it was intended to dredge so as to give 30 feet of water at low tide in the channel, which was shown on the plan. A part of the work should be taken away. The idea was to close the west channel up so that the dredged area would not fill up again. The channel, which would measure 400 feet in width, would be 9,400 feet long. Stuff shifted greatly with the tides and was distributed in the harbor and the channel. Mr. Kane claimed that the island shoals were being increased, and he rather agreed with him. He thought the flats inside of the breakwater were filling up, although he had not taken soundings to ascertain.

Senator Ellis asked Mr. Shewen what the effect of the building of the present breakwater had had down there.

Mr. Shewen did not know, as the plans were burned in the fire, but he would find out.

Ald. Bullock asked how long it would take to do the dredging.

Mr. Shewen said that depended upon the power of the dredge used. It would probably occupy two or three seasons.

Mr. Kane was satisfied that the spit at the island was filling up.

Mr. Dodwell suggested that Mr. Shewen give the results he had got from his observations.

Mr. Shewen then proceeded to submit all the information he had secured. He had made observations in all the channels. The current would be increased by the extension of the breakwater by one quarter; in other words, 25 per cent. would be added to the tide. The object of the extension would be to keep the main channel clear. At the present time the bar formed seemed to become enlarged all the time. A big gale might ruin a lot of dredging. The bar was the natural condition of affairs. The extension of the breakwater to the island would double the scouring power on the eastern side of the island and the channel would be kept clear. The extreme surface velocity of the current would be found at spring tide in November, about three feet a second or a little over two miles an hour in the eastern channel. Freshet tides it would range between two and five knots, according to the chart, but he had not made any observations at that particular time. When the tide was running two miles an hour on the surface it would be going 1.8 miles on the bottom. He did not think the velocity of the tide would be much reduced by the additional depth given through the dredging. There would be no difference appreciably. The current would not be affected at the Beacon by the change proposed at the breakwater. It ran hard there because all things converged there. There was no intention now of cutting off some of the Beacon spit, but that might come to pass some time.

Mr. Dodwell showed that by closing the west channel the current in the east channel became greatly augmented.



SURPRISE SOAP

is Pure Hard Soap.

ed, but it would be measured by the diminution of only one-ninth of the whole area.

Mr. Shewen reported that the area of both channels at high water was 43,334 square feet, and that of the west channel 45,000 feet. This was about one-eighth of the whole. The area from the island to the edge of the Foul Ground was 72,000 square feet. He thought it would be necessary to close the channel to the westward of the island in order to give a good wharf at Partridge Island. It would make a sheltered corner for the wharf and provide a safe and larger anchorage for small vessels. The seas coming in the west channel created cross seas, which were liable to drive vessels on the Foul Ground. The currents would sweep the silt along. The bar came from the effects of the waves force from the ocean and bay and the river force.

Harbor Master Taylor denied the statement of Mr. Kane as to the island bar having grown so big. It might have become 30 or 40 feet longer in recent years, but that was the extent of its growth. There was more water in the west channel now than before the breakwater was built.

Mr. Shewen repeated that the object of this extension was to keep the main channel clear.

The harbor master assured the meeting that the breakwater had been a good thing. It almost put a stop to such occurrences as cross seas.

Capt. Robinson had sailed in and out of St. John for years, but had never seen the west channel much. He thought if that channel were closed it would result in the space behind the breakwater becoming filled up.

E. C. Elkin endorsed all the harbor master and Capt. Carter had said. The coasting captains and pilots should be heard, as they were the men who knew more about the use of the west channel. He knew of vessels which would not have got into port except through the west channel. Every coasting captain would bear him out in this statement, and so would the pilots. It would be very nice to have a wharf at the island where steamers could lie in event of their being detained, but others should be considered. St. John had a large coastwise trade, and the vessels engaged in it should be borne in mind. He would like to hear the opinion of the pilots.

J. Willard Smith did not think his opinion would amount to much in this matter. He had questioned many captains who were in the coasting business as to the closing of the west channel and they as one man declared that it would be a good thing for St. John. He endorsed Dr. March's views very largely. It was dangerous for vessels to lie at some wharves in rough weather. The conditions would be greatly improved by the closing of the space between the end of the breakwater and the island. It would make provision for anchorage for small vessels just inside the breakwater. In the past the space between Read's Point and the government pier used to be given up to these vessels, but when the trouble was built across it had to be abandoned.

W. E. Vroom aid an undertow came with a southeast wind. He requested that the dredging be done. Let the breakwater remain as it was. Then if it were found that it filled up where the dredging was done let the question of extending the breakwater be considered.

Ald. Allan thought the extension of the breakwater would be a good thing. J. H. Thomson held that all parties should be considered. The extension would be a good thing for the steamers which had passengers to go into quarantine. But take the schooners and tug boats and the fishermen. They used the west channel and should not have that privilege taken from them.

He was of the opinion that the closing of this channel would result in additional filling in behind the breakwater. He would not say it would ruin the schooner business, but it would have a prejudicial effect. He advocated having the dredging done at once and then meeting the difficulty afterwards.

Mr. Shewen said the government would risk twelve months' dredging by doing this without closing up the channel. One storm might make of no avail all that had been done.

W. E. Vroom called attention to the fact that of the 4,800 vessels which entered at this port during the year ended June 30, 1902, 3,539 were schooners.

Mr. Shewen said the dredging proposed would cover a distance of 9,400 feet.

Mr. Dodwell said there was no doubt but that gravel and sand washed through the west channel, as could be seen from the shoal on the island. If dredging were done and a big storm came on all the work accomplished might be rendered of no effect.

Ald. Bullock thought the government should proceed with the dredging at once.

Mr. Dodwell did not think either he or Mr. Shewen would be justified in recommending to the government that the dredging be not done unless the channel was closed up.

Ald. McMullin brought up the possibility of extending a breakwater from the island out to a point near the present one. This would be a good thing. J. A. Likely was opposed to the closing of this channel. All the coasting captains would be against it. Vessels going to the westward could be anchored in the Beacon eddy, and if an easterly wind came on, the vessels could get out through the west channel. They could not get around the island.

J. W. Smith said he had talked with three captains this afternoon, and all of them were willing that the channel should be closed up.

City Engineer Peters was always op-

posed to this scheme and stood that way now. He said we had two doors to the harbor, and it was well to preserve both. A breakwater might be extended out from the island to the westward of the present structure. It would furnish protection.

Ald. Christie was called upon to express his views, but he said he did not know anything about the question which would be of any advantage.

Mr. Dodwell did not think it would be prudent to partially close the west channel. The opening now was about 1,400 feet wide, and to further reduce it would result in adding to the height of the waves, and it would become dangerous.

Col. Tucker was glad this discussion had taken place, as it showed the feelings of the people. He did not know so many people were opposed to the proposition. It showed him what his duty in parliament would be.

President Jarvis thought the people present should be pleased that they had elicited the fact that the dredging could be done without closing the west channel. The board had reason to thank Hon. Mr. Blair and Col. Tucker and Messrs. Shewen and Dodwell for what they had done.

Deputy Mayor Baxter, in the absence of the mayor, thanked the Board of Trade for the invitation to attend this meeting. The Council had agreed to give the government whatever ground they might need to build this extension, their feeling being that if it were a good thing the city should put no obstacle in the way of having the channel closed. He had favored the scheme, but he was glad the meeting had been held. He did not know there were such objections to it. He suggested to the engineers that they begin the dredging well up in the harbor, as there it might be most needed.

Mr. Dodwell, again asked for his opinion, said the west channel should be closed. If the schooner business was of sufficient magnitude and importance and it was to be maintained as the chief business of St. John, the channel remain open. But St. John hoped to become in real winter port, let it be closed. The schooner business would take secondary place perhaps, but what would stand as a change would be a change.

The meeting adjourned.

PARRSBORO

PARRSBORO, N. S., Feb. 24.—A transaction in coal and oil which took place this week by a Parrsboro merchant consisting of J. H. Gilks, Holmes, Hugh Gillespie & H. Magee and one or two others took up 100 square miles of land between Apple River and Southampton. The section adjoins the areas recently taken up by J. A. Johnson and others of Halifax, and is said by geological authorities to be in the heart of the Cumberland coal basin. The areas taken up were pretty thoroughly prospected last summer, and no less than half a dozen outcrops were discovered. The members of the syndicate are confident that they have secured a good thing.

A despatch from Progresso, Mexico, dated Feb. 17, announced that brig. Gen. W. R. Durant master, is stranded at that place, with loss of chains and anchors, but with no damage to hull. The Iona is owned by Hugh Gillespie & Co. and Capt. Durant, all of this port.

An interesting and very closely contested game of hockey was played in Cecilia Rink last night between a team from Westville and a Parrsboro team. Unfortunately the contest was not ended when the game was done, for the goal judges disagreed—one giving the victory to Parrsboro and the other to Westville.

A GERMAN AND A FRENCHMAN

From the West in the City—On Their Way to Europe to Induce Fellow-Countrymen to Settle in Western Canada.

Theodore Klimm and Messenger Fancour, from the west country, are registered at the Grand Union hotel. Mr. Klimm belongs to Kapispar, Assiniboine, to which place he, in company with one brother and two sisters, went about eight months ago from Hamburg, Germany. They bought four homesteads at Kapispar, comprising in all 640 acres, and now have on the farms 30 head of cattle and 5 horses. He is on his way to Hamburg to bring out other Germans to settle in the west.

Mr. Fancour is a native of France, and has been in the west only a short time. He cannot speak English. His mission to France is the same as that of his German friend to Germany. They stated that the dominion government would pay their expenses.

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